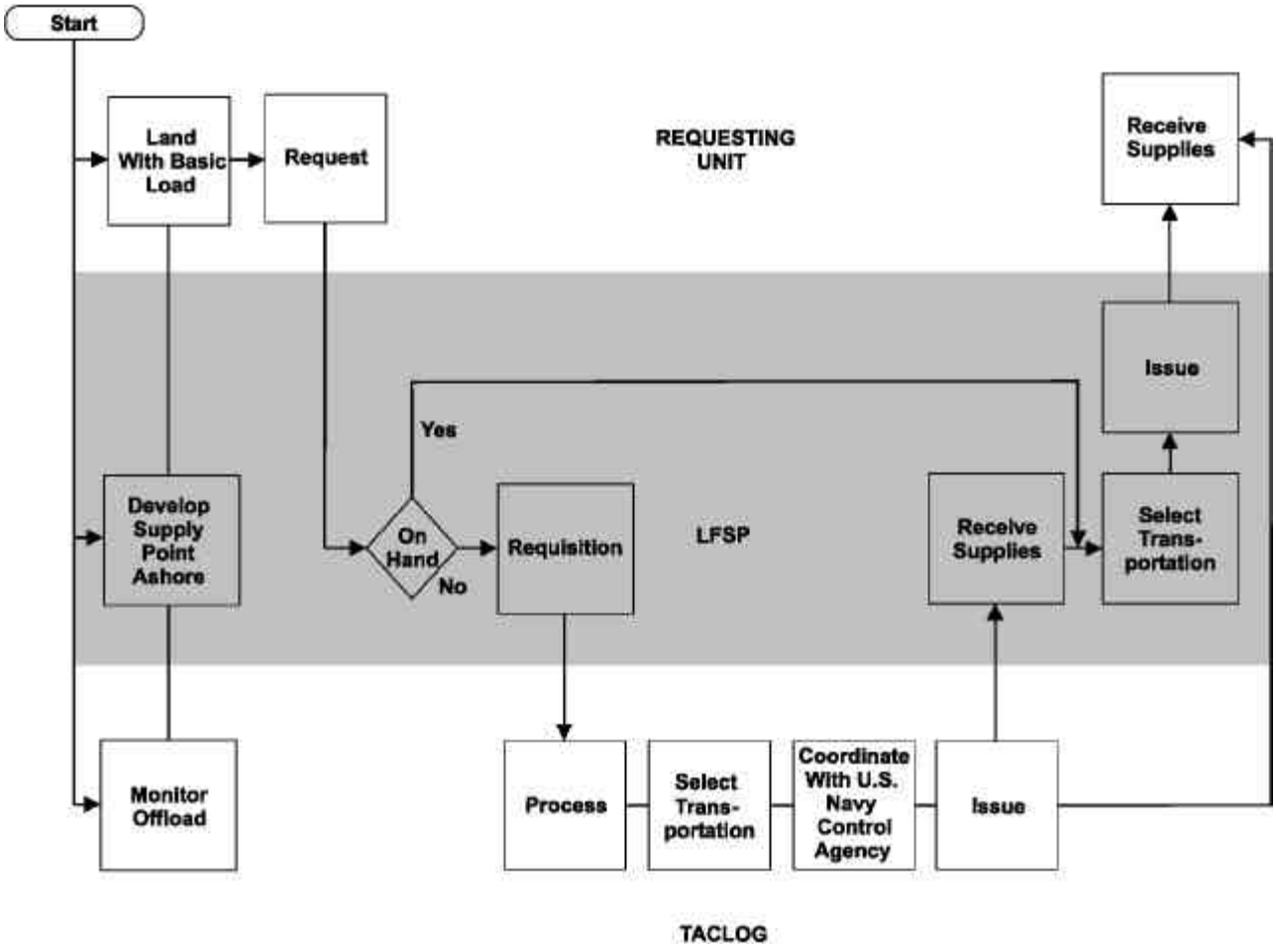

Figure 5-1. Ground Supply Operations During the Amphibious Assault.

sponsiveness, even at the expense of economy and accountability.

(5) Critical Items. If a critical item is not on hand, the shore party or HST notifies the TACLOG. The TACLOG locates the item and coordinates transportation from the Navy control organization.

(6) Prioritization. Before the Navy assigns transportation to move unscheduled supplies ashore, the TACLOG must determine the impact on the tactical situation. It must assess the priority against the priority for landing scheduled and on-call serials.

(7) Helicopter Delivery. The shore party team or HST receives supplies and distributes them to the user. Delivery can be directly from the ship by helicopter to the user.

d. Ground Supply Operations During Subsequent Operations

Battalions and air groups have organic supply capability. Marine Corps and/or Navy directives and local operating procedures dictate the procedures that units with organic supply capabilities use to request replenishment in combat. Figure 5-2, on page 5-4, depicts management and execution of ground supply operations after the CSSE is ashore and functioning.

(1) User Requests Support. Simple, locally established manual procedures are the norm for initial requests from users. On receipt of user requests, the supporting CSSE determines whether the item is on hand. If it is available, the CSSE transports it to users on unit distribution. Consumers on supply point distribution are notified where and when they can pick up the item. If the item is not on hand, the CSSE passes the requisition to the next higher level. The CSSE will keep the requesting unit informed about the status of the pending requisition until distribution is made.

(2) CSSE Support. The CSSE receives requisitions from a subordinate CSSD or directly from the user. The CSSE uses formal procedures for both stock replenishment and passing unfilled user requests to other logistics support organizations. Where possible, CSSEs use automated systems to pass and track both requisitions and reports. During the early stages of an operation before automated systems are established, the CSSE use manual requisition procedures.

(3) Unfilled Requisitions Support. The CSSE in theater passes unfilled requisitions to an in-theater source, if available, or to the FSSG or Marine Corps supporting establishment in the continental United States (CONUS). Marine Corps user manuals and MAGTF OPORDs establish specific supply procedures for CSSEs during operations.

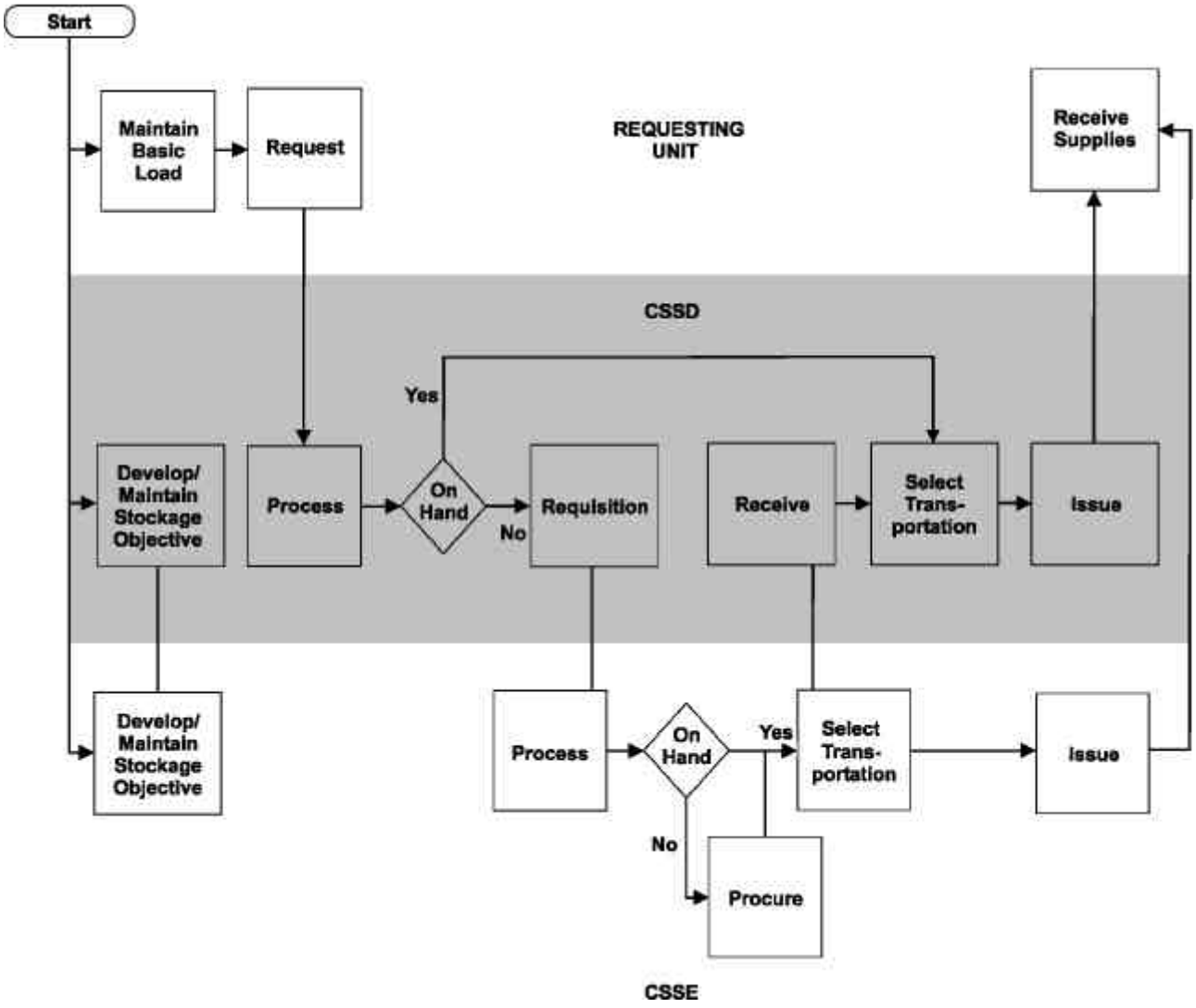

Figure 5-2. Ground Supply Operations During Subsequent Operations.

(4) Mode of Transportation. The CSSE normally provides and selects the mode of transportation to deliver supplies and equipment to subordinate CSSDs or directly to the user. Usually, surface transportation is used but water and air transportation are good alternatives. Although the CSSE selects the mode of transportation, the consumer influences the decision by providing information that might help the CSSE make the decision. For example, a request for a rapid ammunition resupply from a unit preparing to repel an imminent attack would probably justify the use of helicopters.

(5) Delivery Method. Direct shipment to the consumer is the best method of delivery. Bypassing intermediate installations reduces handling. Sometimes supplies must be delivered to the supporting CSSD. This method achieves transportation economies when moving large bulk quantities by taking advantage of lifts of opportunity. Rather than hauling a partial load, trucks can carry noncritical supplies to the CSSD for later forwarding to the consumer.

(6) Distribution Method. The MAGTF G-4/S-4 and CSS commander, in coordination with the supported units, select the method of distribution. Conflicts will be resolved by the MAGTF commander. Normally, CSSEs support committed infantry units by unit distribution and support other units by supply point distribution.

5102. Ground Combat Element Supply Support Operations

Figure 5-3, page 5-6 depicts a tactical situation in which a CSSE is in direct support of GCE units. In this example, infantry battalions are on unit distribution and artillery and armor units are on supply point distribution. The CSSD establishes liaison with the infantry regiment. Requests from the battalions go directly to the CSSD, which issues supplies based on the supported commander's priorities and allocations.

a. Commander's Flexibility

The supported commander organizes in a variety of ways to accomplish the mission. For example, the commander may divide CEs into A and B command groups and/or position the organic logistics differently than previously described. The commander should position organic logistics forward of the supporting CSS installation. The ground unit supply train is a means of internally task-organizing and employing the logistic assets of tactical units.

When employing combat trains, some of the GCE unit's organic logistic capabilities are forward. Maintenance contact team repairmen, ammunition technicians, and supply personnel are with the combat trains to provide front-line support. Routinely, the unit establishes a main echelon with essential elements that support tactical operations. The commander locates most of the unit's logistic capability with the unit or field train. Often the commander locates these trains with the supporting CSSE.

Finally, all units have administrative elements located behind the GCE rear boundary. In the administrative rear, supply and warehousing personnel distribute individual equipment and care for tentage, personal effects, and other equipment not required to sustain combat operations. Table 5-1, on page 5-6, shows breakdowns of a typical battalion in combat.

b. Supply Trains

Trains serve as the link between forward tactical elements and the supporting CSSE. The use of trains enables logistics to be performed as far forward as the tactical situations permit. Depending on the situation, trains may provide logistics to the battalion's organic and attached units. Trains may be fully mobile. However, trains are usually movable rather than mobile. In the Marine Corps, this concept applies to unit, battalion, and regimental trains.

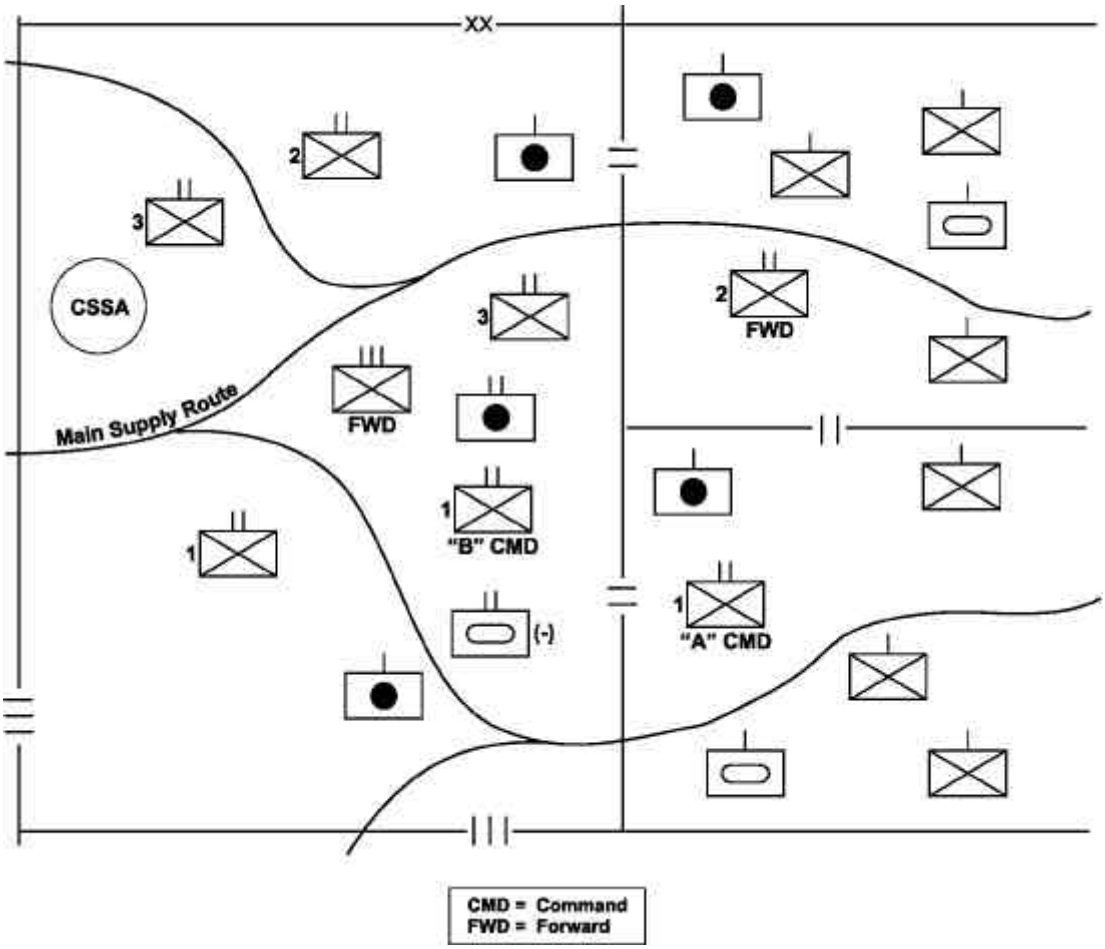

Figure 5-3. Supply Distribution for Ground Combat Element Units.

Table 5-1. Battalion Task Organization for Combat.

Rear	Main Command Post	Forward Command Post
S-1/adjutant	executive officer	commanding officer
supply chief	headquarters commandant	S-2
administrative supply clerks	S-4A/S-4 chief	S-3
replacements	motor transport officer	fire support coordinator
casuals	ordnance officer	S-4
	supply officer	communications officer
	organic logistics	organic logistics

(1) Unit Trains. Unit trains centralize the units' organic logistic assets. These trains are most appropriate in defensive, slow-moving, or static situations. The commander uses this option when a tactical situation dictates self-contained train operations for centralization and control. For example, during the early phases of an amphibious operation the battalion must locate its logistics capability in the BSA or landing zone. The use of unit trains in this situation provides simplicity, economy, and survivability against ground attack.

(2) Battalion Trains. Normally, to improve responsiveness, flexibility, and survivability against air attack, trains supporting battalion-sized units are echeloned into combat trains and field trains.

(a) Combat Trains. Combat trains are organic elements that provide critical logistics in forward areas. Mobility is the key for combat trains, which are kept as small as possible to move with the supported forces. A combat train's survivability de-

pends on its small size and its own firepower. Usually, a combat train—

- Transports some battalion corpsmen with limited medical supplies.
- Carries maintenance contact teams.
- Hauls rations, fuel, ammunition, and critical spare parts.

(b) Field Trains. Field trains consist of the battalion's remaining logistic assets and are located farther to the rear than the combat trains. Field trains may carry the battalion aid station, the mess section, and the supply section.

(3) Regimental Train. The regimental train consists of the logistics assets required to sustain the regimental headquarters and attached units under the direct control of the regiment. Logistics needed by combat units should be allocated to battalion trains, and logistics that are not time-critical can be consolidated in the regimental train.

(4) Positioning Considerations. Logistic principles of responsiveness and survivability should be the main considerations when selecting a train site. In general, trains should be located—

- On defensible terrain to allow the best use of limited personnel assets.
- In an area with enough space to permit dispersion.
- In an area that provides concealment.
- On firm ground to support heavy vehicle traffic.
- Near a suitable helicopter landing site.
- Close to main supply routes.
- In an area that allows good communications.

(5) Positioning Responsibility. The S-4 coordinates with the executive officer, headquarters commandant, and S-3 in selecting train locations. When the train collocates with another element, such as the supporting CSSD, the S-4 must also coordinate with that element. This option improves coordination and security. Turnaround time, communications requirements, or other mission-related considerations may necessitate locating the trains elsewhere.

(6) Train Displacement. Proper positioning of trains minimizes displacements and increases the quantity and quality of support. When displacing trains, the S-4 selects the technique that best complements the battalion's tactical operations. Trains may be displaced concurrently with the displacement of the tactical elements or by echelon. Echeloned displacement enhances continuity of logistic support.

(7) CSS Trains. Trains are employed in numerous ways by CSS units in the resupply process. Figure 5-4, on page 5-8, illustrates train techniques that are commonly used during resupply operations. The distances provided in figure 5-4 would be reduced for close terrain (e.g., urban or jungle) or expanded for high enemy threat. The CSSDs may move forward to resupply unit trains, which resupply the using units. The CSSDs are positioned where most responsive, yet survivable.

(8) Replenishment Methods. The service station and tailgate issue methods are the two most common methods used to replenish unit trains.

(a) Service Station. The service station method (figure 5-5 on page 5-9) involves vehicles leaving their tactical positions and entering an established resupply area. The number of vehicles being resupplied at one time depends on the enemy situation and resupply capabilities. The resupply area is designated as a series of resupply points for vehicles. Traffic flow through the resupply area is one way to enhance efficiency. After completing resupply, the vehicles move to the holding area for a precombat inspection, if time permits.

(b) Tailgate Issue. The tailgate issue method is normally conducted in an assembly area. This method involves resupply while combatants remain in their positions. Vehicles stocked with petroleum, oils, lubricants, and ammunition stop at each individual vehicle position to conduct resupply services. This method places the resupply vehicles at greater risk, but maintains tactical positioning and reduces traffic flow. If the tailgate

issue method is used in forward positions, then resupply must be masked by the terrain. See figure 5-6, page 5-10.

5103. Aviation-Peculiar Supply Support Operations

The Navy provides supply support for aircraft and aviation support equipment (ASE) in the ACE. The Marine Corps supply system provides ground supply support to aviation elements. For aircraft ammunition, the source of supply is either the Navy or a theater activity. The CSSE distributes aircraft fuel to the MWSS operating the fuel dispensing system at an airfield. The CSSE distributes class V(A) to the MALS, which operates the aviation ammunition supply point.

a. Marine Aviation Logistics Squadron

When a MAG deploys, the MALS is the focal point for aviation supply and maintenance. Figure 5-7, on page 5-11, depicts these aviation-related supply relationships. The MALS supply and maintenance departments manage aircraft consumable and reparable parts and supplies. The MALS supply department receives requisitions from the intermediate and organizational maintenance activities. It also receives requisitions from elements of the MWSS (i.e., expeditionary airfield). If the item is not in stock, the MALS passes the requisition to the naval supply activity in the theater support area, which either fills the request or forwards it to the appropriate source in CONUS.

b. Replacement Aircraft

The squadron requests replacement aircraft and depot-level repair of aircraft. It passes the request for replacement aircraft to the aircraft group, which passes it to the ACE. The ACE passes the request to the type commanders (FMF Atlantic and/or Pacific and Naval Air Force Atlantic and/or Pacific). The MALS, MAG, ACE, and type commanders coordinate placement of aircraft into

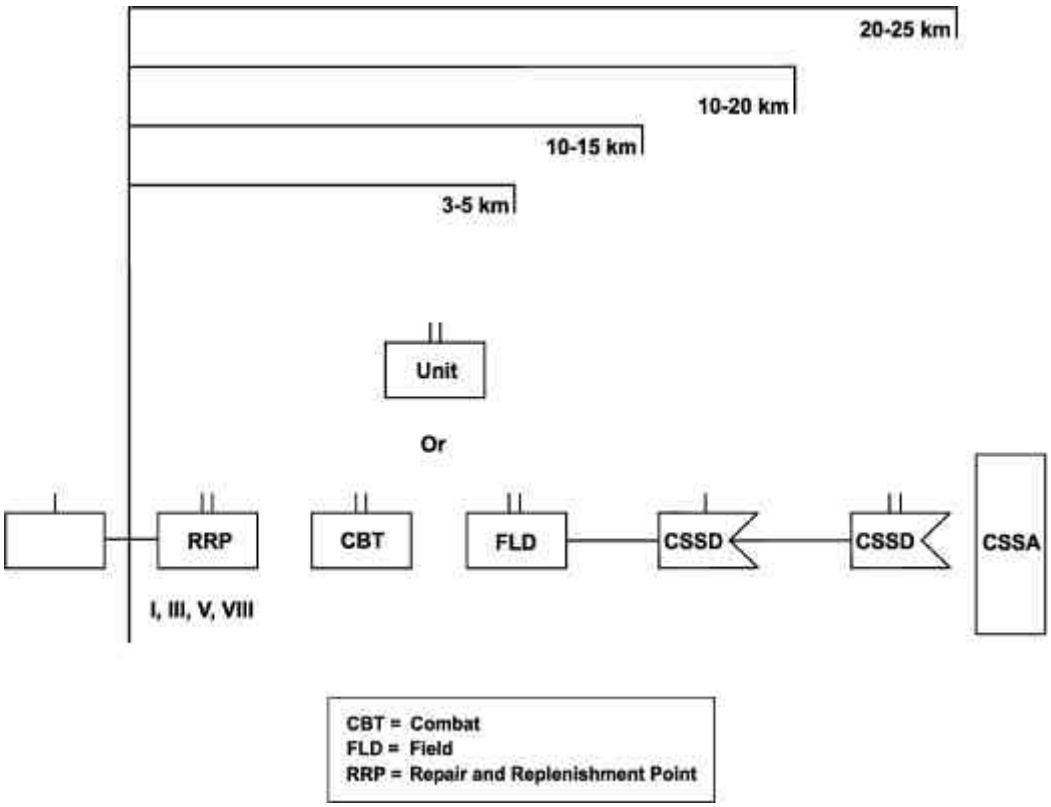

Figure 5-4. Train Techniques Commonly Used During Supply Operations.

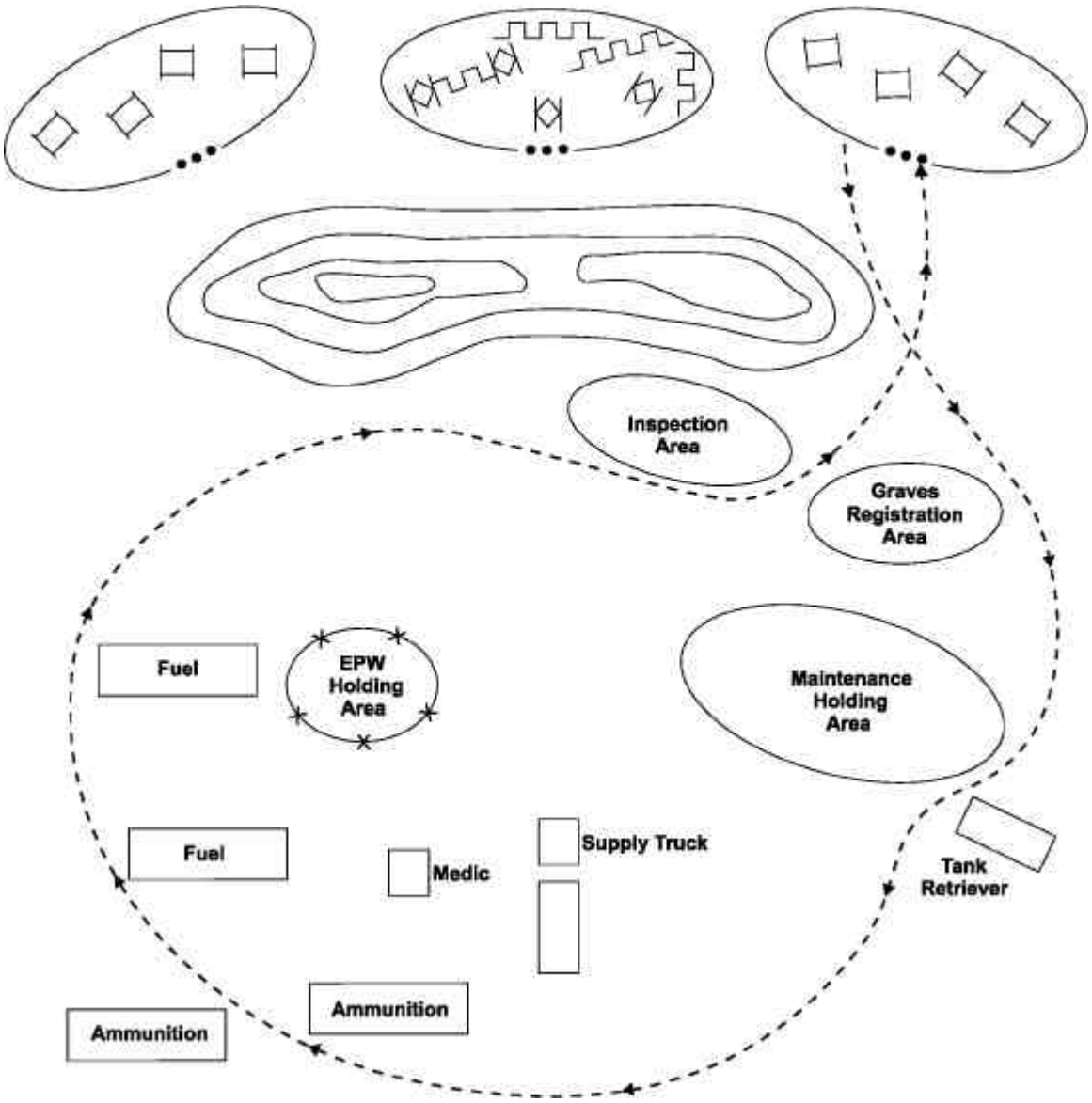

Figure 5-5. Service Station.

depot maintenance. The transferring activity is responsible for flying replacement aircraft directly to the receiving squadron or to an airfield near the receiving squadron. The receiving squadron accepts the aircraft and reports the aircraft's status to the ACE.

c. Aircraft Fuel and Ammunition

The CSSE normally establishes a fuel depot ashore, from which it draws fuel to deliver to the MWSS which, in turn, dispenses fuel to aircraft. Similarly, the CSSE normally establishes one or more centralized ammunition supply points (ASPs) for the purpose of receiving, accounting, storing, and issuing of class V material. Central ASPs are generally supported by ammunition technicians provided by the FSSG, along with a small cadre of aviation ordnance technicians who assist in the throughput of class V(A) to outlying satellite ACE ASPs. (Satellite ASPs are generally established for both air and ground units in an

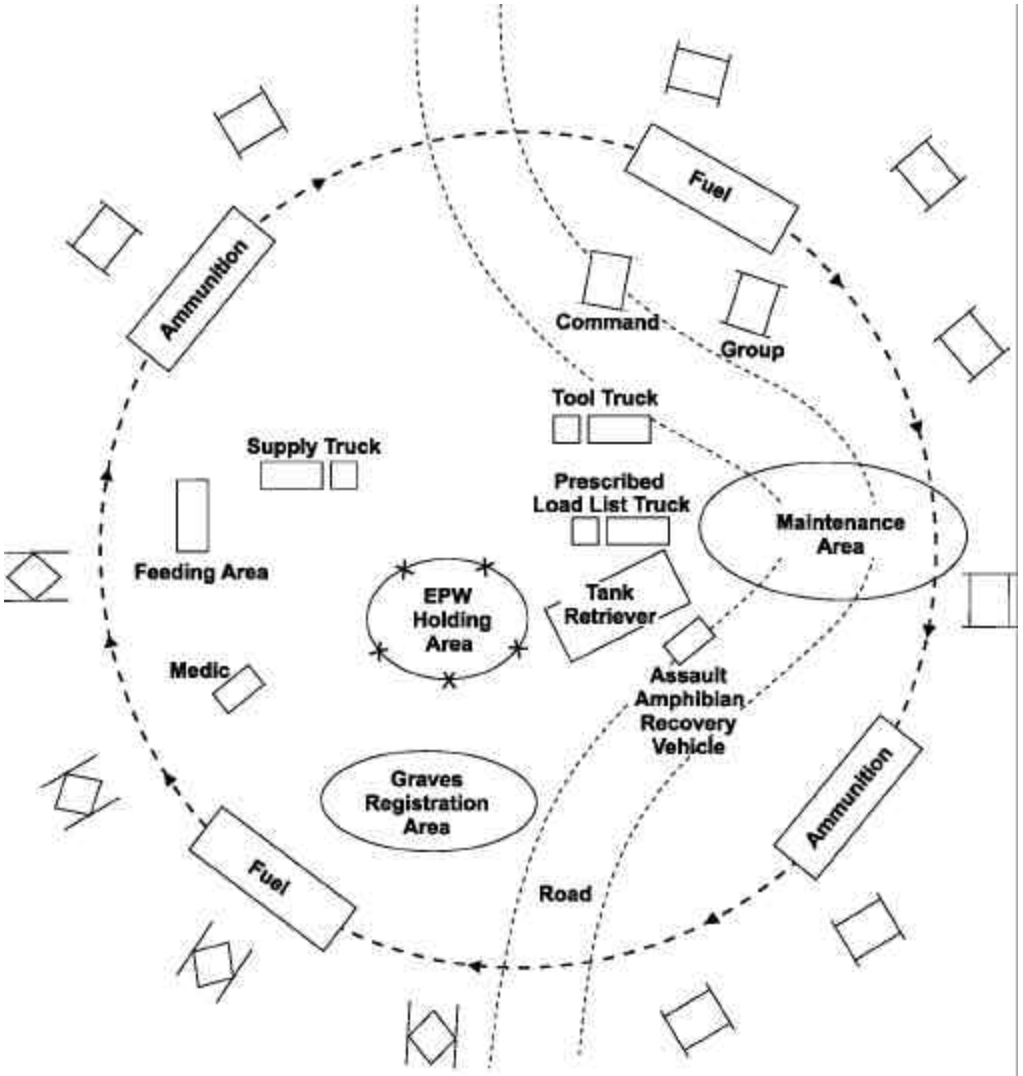

Figure 5-6. Tailgate Issue.

effort to minimize the effects of time and distance on the efficient delivery of munitions to the end user.)

Satellite ASPs used to support the ACE should be collocated with the airfield. The ACE (MALS) aviation ordnance department is staffed for and fully capable of all functions similar to those performed by a central ASP. The MALS aviation ordnance department is responsible for establishing, operating, and maintaining ACE satellite ASPs. Class V material arriving at the airfield is received and stored under the direction of the ACE aviation ordnance department unless accompanying documentation specifies further transportation to either a centralized ASP or another satellite ASP.

Aviation ordnance personnel augment CSSE ammunition company on a contingency basis. The augmentees should be knowledgeable of aviation ordnance peculiarities and different inventory reporting requirements that exist for Navy-owned ammunition. These personnel are assigned to the